

SECURITY INFORMATION

REPORT NO.

## CD NO.

25X1

DATE DISTR. 28 November 1951

NO. OF PAGES 1

NO. OF ENCLS.  
(LISTED BELOW)

**SUPPLEMENT TO  
REPORT NO.**

25X1

DO NOT CIRCULATE

THIS IS UNEVALUATED INFORMATION

It was learned at the Russian Zone Ministry for Materials Supply that, within the framework of the Five-Year-Plan (1951-55), the State Planning Commission had ordered the Soviet Zone Railroads to build 15,000 large freight cars and 200 locomotives. The freight cars were to be designed so as to be usable for both standard and Soviet gauges. \*

\* Comment. According to press reports, the Five-Year-Plan envisages the increase of the park of locomotives and freight cars by 40,000 freight cars, 1,000 passenger train cars, and 200 locomotives. It is believed that this increase of the rolling stock and the park of locomotives will not be covered by new production but by repair work performed. The 20,000 former German freight cars which are scheduled to be returned from the U.S.S.R. to the Soviet Zone of Germany by late 1951 are probably included in these figures. [redacted]. Large freight cars (Grossraumgueterwagen) are boxcars with load capacities over the normal capacity of 15 tons up to as high as 60 tons. It remains to be seen whether the conversion from normal to Russian gauge and vice versa as required for these cars will be effected by an exchange of wheel sets or by a shifting of the wheels or their axles. [redacted]. With regard to the materials supply situation now prevailing in the Russian Zone of Germany, it appears doubtful whether such an extensive construction program will be executed. To date relatively few new freight cars, but no locomotives, have been built in the Russian Zone of Germany for the German economy. The realization of the whole plan would depend on extensive shipments of material deliveries from the U.S.S.R. Railroad car factories and skilled workers are, however, available in adequate numbers in the Zone.

figures. [REDACTED]. Large freight cars (Grossraumgueterwagen) are boxcars with load capacities over the normal capacity of 15 tons up to as high as 60 tons. It remains to be seen whether the conversion from normal to Russian gauge and vice versa as required for these cars will be effected by an exchange of wheel sets or by a shifting of the wheels or their axles. [REDACTED]. With regard to the materials supply situation now prevailing in the Russian Zone of Germany, it appears doubtful whether such an extensive construction program will be executed. To date relatively few new freight cars, but no locomotives, have been built in the Russian Zone of Germany for the German economy. The realization of the whole plan would depend on extensive shipments of material deliveries from the U.S.S.R. Railroad car factories and skilled workers are, however, available in adequate numbers in the Zone.

Document No. 5  
No Change in Class ☐  
☐ Declassified  
Class. Changed To ☐ ☐ ☒ ☐  
Auth.: HR 70-2  
Date: 11 SEP 1978 By:

25X1

**CONFIDENTIAL**

## DISTRIBUTION

25X1

[illegible]